

B. E. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1524. 日一月四六年六十二號光

SATURDAY, MAY 19, 1900.

六月九日英港九號

THIRTY DOLLARS
PER ANNUM.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1886.
CAPITAL SUBSCRIBED \$1,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCANCELLED " 6,000,000
RESERVE FUND " 8,000,000

Head Office—YOKOHAMA.

Branches and Agencies—
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHSIN. NEWCHWANG.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "
" S. CHÖH,
Hongkong Manager.
Hongkong, 4th January, 1900.

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.

Board of Directors—
CHAN KU SHAN, Esq. | D. GILLIES, Esq.
CHOW TUNG SHANG, Esq. | J. T. LAUTS, Esq.
Chief Manager—
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.
Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies—
CANTON PEKING.
CHEFOO PENANG.
CHINKIANG SINGAPORE.
CHUNKING SWATOW.
FOOCHEW TIENSIN.
HANKOW.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS
3 % per Annum Fixed Deposits for 3 months.

4 % " 6 "

5 % " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 1st February, 1900.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 "

" " 3 " 24 "

D. W. GILMOUR,
Acting Manager.

Hongkong, 14th April, 1898.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

N. A. SIERS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. GOETZ, Esq.

R. M. GRAY, Esq. | D. M. MOSES, Esq.

A. HAUPP, Esq. | A. J. RAYMOND, Esq.

The Hon. J. J. KESWICK. | R. L. RICHARDSON, Esq.

H. W. SHUTE, Esq. | P. SACHSE, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 % per cent per Annum.

For 6 months, 3 % per cent per Annum.

For 12 months, 4 % per cent per Annum.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 4th April, 1900.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION.

Interest on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th March, 1900.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.00 per Cask of 175 lbs. Net ex-Factory.

\$2.80 per Bag of 25 lbs.

Messrs. SHewan, TOME & CO.,
General Managers.

Hongkong, 8th February, 1900.

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	Japon	G. K. Wright, R.N.R.	About 22nd May	Freight or Passage.
LONDON, &c.	Coramandie	F. W. Vibert, R.N.R.	Noon, 26th May	Freight or Passage.
YOKOHAMA	Rosetta	C. C. Talbot, R.N.R.	About 26th May	Freight or Passage.
SHANGHAI	Clyde	E. Street	About 26th May	Freight or Passage.

(See Special Advertisement). (Passing through the Inland Sea).

From NAGASAKI and KOBE.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 13th May, 1900.

15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 30th May.
SACHSEN	WEDNESDAY, 14th June.
OLDENBURG	THURSDAY, 26th June.
BAVARIA	THURSDAY, 12th July.
STUTTGART	THURSDAY, 9th August.
KONIG ALBERT	THURSDAY, 23rd August.
WEIMAR	THURSDAY, 6th September.
PRINZ HEINRICH	THURSDAY, 20th September.
PREUSSEN	WEDNESDAY, 3rd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 17th October.
SACHSEN	WEDNESDAY, 31st October.
OLDENBURG	WEDNESDAY, 14th November.
BAVARIA	WEDNESDAY, 28th November.
STUTTGART	WEDNESDAY, 12th December.
KONIG ALBERT	WEDNESDAY, 26th December.

17

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 16th May, 1900.

12

BOARD AND RESIDENCE AT MONTHLY RATES.

MUSICAL INSTRUMENTS.

VIOLINS, CELLOS, GUITARS, BANJOS, CORNETS,
MANDOLINES, GUITARRAS, TROMBONES,
MANDOLAS, ZITHERS, EUPHONIUMS,
LANE, CRAWFORD & CO.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS—
THE VICTORIA DISPENSARY
HONGKONG.

261

Intimations.

WATKINS' CROWN SODA,

GUARANTEED TO BE MANUFACTURED FROM FILTERED
WATER, AND TO CONTAIN ONLY THE PUREST
BICARBONATE OF SODA IN
SOLUTION.

Watkins, Limited,

AERATED WATER MANUFACTURERS.

CROWN SODA WATER. SELTZER WATER. LEMONADE.
BELFAST GINGER ALE. SARSAPARILLA.

&c., &c., &c.

GRAND FAREWELL BENEFIT CONCERT

of Miss Muriel Alleyne.

In consequence of the "FETE" to the Officers and Men of H.M.S. "TERRIBLE" being arranged for the 19th instant, this Concert will be postponed till SATURDAY, the 26th instant. Tickets already issued will be available for this date.

J. HERVEY LONGHURST,
Business Manager.

Hongkong, 17th May, 1900.

164b

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that all Parties who were Holders of Shares on the 1st May, and who wish to apply for the New Issue of Capital must Register their Holdings on or before the 21st May.

The TRANSFER BOOKS will be CLOSED from the 22nd to the 28th instant, both days by Order,

CO-ORD'S ADVERTISEMENTS.

H.M.S. "TERRIBLE"

THE PETE and RECEPTION for Captain PERCY SCOTT, R.N., C.B., and the Officers of H.M.S. "TERRIBLE" will be held on the CRICKET GROUND, TO-NIGHT, the 19th instant, from 9.30 to 11.30 p.m.

R. E. POLLOCK,

Hongkong, 16th May, 1890. [645]

BANK HOLIDAY.

In Accordance with Ordinance No. 6 of 1875, THE UNDERMENTIONED BANKS will be CLOSED for the Transaction of Public Business, on THURSDAY, the 21st instant, the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

D. W. GHOURY,

Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

H. L. BEATTIE,

Acting Manager,

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,

Chief Manager,

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN,

Manager, Hongkong.

For the BANK OF CHINA, CHINA,

HONGKONG.

S. CHANTRA INCHBALD,

Manager,

For the YOKOHAMA BANK, LIMITED.

S. CHOU,

Manager,

For the IMPERIAL BANK OF CHINA,

E. W. BUTTER,

Acting Manager,

For the DEUTSCHE ASIATISCHE BANK,

H. SCHOLTELAENDER,

Vice Manager,

Hongkong, 16th May, 1890. [645]

ANNOUNCEMENT.

EM visita de terceira ligação amanha de dia contínuo os leitores em honra da oficialidade do encadado de S.M.R. à direita feia addida para o nome de DOMINGO.

do contento a criação no Salão do Club Lust-tum em honra de S.M.R. à direita feia addida para o nome de DOMINGO.

1.º M. INDIAN FAMINE FUND.

2.º M. INDIAN FAMINE FUND.

3.º M. INDIAN FAMINE FUND.

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMoy, SINGAPORE, SAMARANG AND SOERABAJA.

THE Steamship.

MARIE JEBSEN,

will be despatched as above on TUESDAY,

the 22nd instant, at noon.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents,

Hongkong, 16th May, 1890. [645]

ANNOUNCEMENT.

FROM TRIESTE, FUIME, PORT SAID, ADEN, KARRACHEH, ROMBY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship.

INDIA.

having arrived, Consignees of Goods are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This Vessel brings Goods—

From Trieste, to S.S. *Imperial*, and to port transhipped at Bombay.

From Venice, to S.S. *Carola*, *M. Gordon* and *Electra* transhipped at Trieste.

From Levante, to S.S. *Urania*, off transhipped at Port Said.

Optional Caravans will be despatched hereafter to the contrary is given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Under-Signed before noon on the 25th instant, or they will not be recognized.

No Fire Insurance has been taken, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & CO.

Agents,

Hongkong, 16th May, 1890. [645]

ANNOUNCEMENTS.

EYE-SIGHT.

MR. LAZARUS,
Optician of London and Calcutta, may
be consulted for SPECTACLES at

BREWER & CO.

UNDER THE HONGKONG HOTEL.

Business Hours..... 9 A.M. to 5 P.M.

ONLY
FOR A FEW DAYS
MORE.

Constantly recurring headaches, spells of dizziness when reading, weak eyes—the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE! [58b]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order and Collars renewed on old ones.

Cadets and Children's Under-clothing, Circular Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiority will be most grateful to any PARENT or old ENVELOPES to be made into Books for the Children of the Poor Schools, or are taught by the Sisters.

Hongkong, 22nd April, 1890. [645]

Initiation.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A. Hennessy's Old Pale Red Capsule \$18

B. Superior Very Old Cognac Red Capsule \$21

C. Very Old Liqueur Cognac \$24

V.O. D. Hennessy's Finest Very Old Liqueur Cognac 1872 Vintage, Red Capsule \$36

V.V.O. E. Finest Very Old Liqueur Cognac, 1862 Vintage \$48

All our Brandies are guaranteed to be Pure Cognac, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED,
10, CAINE ROAD, CENTRAL.

MARKEAGE.

On the 16th April, at Cathay United Presbyterian Church, Singapore, by the Rev. George Johnston, CHAPLAIN-IN-CHIEF, of Singapore to MARY, daughter of John Charles Taft, Rosemary Cathcart.

THE Hongkong Telegraph

HONGKONG, SATURDAY, MAY 16, 1890.

REUTER'S TELEGRAMS.

THE WAR.

WAIFERGU.

NOTICE TO CONSIGNERS.

LONDON, May 17th.

The Boers confirm their reverse at Mafeking on the 12th inst., and that a number of Boers were taken prisoners. The British loss in killed wounded was fifty.

The anxiety regarding Mafeking is gaining in intensity in consequence of alarming rumours emanating probably from Boer sources, that the garrison are desperately defending themselves against vehement assaults.

THE ORANGE FREE STATE.

General Botha has occupied Moeringsburg N.E. and the Welch regiment occupied Ladybrand on the 16th inst.

LATER.

THE WESTERN FRONTIER.

CHRISTIANA OCCUPIED.

General Meghann has reached a place twelve miles along the Hoopstad Road without seeing the enemy. General Hunter has occupied Christiana unopposed, the enemy retreating on Klerksdorp.

THE FREE STATE.

A number of Boers in the Feicksburg and Bethlehem districts are desirous of surrendering.

THE RECENT FIGHTING AT MAFEKING.

The Cape Argus states that Commandant Elhoff and ninety Boers were made prisoners at Mafeking.

WEATHER REPORT.

The Observatory report says—

On the 16th at 11.55 a.m. the barometer has fallen over the Formosa Channel and S. coast of China, risen in Japan. Pressure is highest in W. Japan, and relatively low over the S.E. coast of China. Gradient slight to moderate for E. winds on the E. coast of China and for S.W. winds on the S. coast. Frictional wind.

LOCAL AND GENERAL.

Sir Frank Swettenham arrived at Shanghai on the 13th ult., en route for Wei-hai-wei.

We are glad to hear that C. S. M. Conolly, R.A., who is at Kennedytown Hospital suffering from plague, is progressing favourably.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel on Monday evening, the 21st inst., from 8.30 p.m. to 9.30 p.m.

PROGRAMME.

1. March..... John Bull..... Home
2. Overture..... Mariana..... Wallace
3. Academic..... Academica..... Waldegrave
4. Serenade..... La Paloma..... Horowitz
5. Ballade..... Belle Bouche..... Waldegrave
6. God save the Queen.

M. BLANC, the late commander of the French Chinese junk *Etoile de Loto*, which left her some time ago for the Paris Exhibition, being towed from Singapore to Colombo by the *Chigwell*, returned to Singapore by the *Lodger*. The *Etoile de Loto* had a bad passage and was leaking badly. Incidentally also she was sealed in Colombo for the money payable for towing. There is little hope of the junk now reaching the Park's Exhibition.

The Portuguese amateurs have postponed their second performance at the Lusitano Club in aid of the Indian Famine Fund to-morrow to-morrow, Sunday the 20th instant, account of the "Terrible" Fete this evening. The Band of H.M.S. *Orlando* will play the following programme at 8 p.m.

1. Hymn..... National Anthems..... Anderson
2. Overture..... The Gothic..... Anderson
3. Ballade..... La Dame Blanche..... Hanke
4. Dance..... La Dame Blanche..... Hanke
5. March..... Was of the Woods..... Anderson

All our Brandies are guaranteed to be Pure Cognac, the differences in price being merely a question of age and vintage.

Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A CHINAMAN named Ho Shing was charged at the Supreme Court yesterday with being a member of the Triad Society. The complainant called a Chinaman connected with the Basil Mission as a witness, who stated that he had made enquiries as to the prisoner's belonging to a secret society, but could not find any truth in the report. The prisoner denied belonging to the Triad Society, and said he was a Chinaman. The jury unanimously decided that he was not guilty, and he was therefore discharged.

MANY persons wishing to dissolve their matrimonial, but who owing to their not having sufficient grounds according to the English law, are unable to obtain the necessary decree of dissolution in England, resort to the U.S.A. and after they have resided there a few months present a petition to the Court praying for a divorce on grounds that would be insufficient in England, and generally have no difficulty in obtaining their wish. It will be remembered that within a year or so the more or less famous Mrs. Longley and Mrs. Justice McCarthy Jr., Miss Cissy Loftus, have obtained divorces in the American Courts from their respective husbands. The latest announcement is that Earl Russell, who has been so prominently during the last ten years before the public in connection with his matrimonial troubles, has obtained a divorce after the highest Court of Appeal, the House of Lords refused to dissolve his marriage. The following are the facts of the case.—On the 28th March, 1890, the Countess Russell petitioned for a judicial separation from her husband on the grounds of adultery, one of the parties being also a minor. The suit was dismissed by the Judge, and the parties were separated. The Countess then appealed to the House of Lords, who by a majority of five to four confirmed the judgment of the Court of Appeal who dismissed her petition and also the counter claim of Earl Russell praying for a judicial separation. Lady Russell then appealed to the House of Lords, who by a majority of five to four confirmed the judgment of the Court of Appeal who dismissed her petition and also the counter claim of Earl Russell praying for a judicial separation.

THE WAR.

On the 16th April, the Countess Russell petitioned for a judicial separation from her husband on the grounds of adultery, one of the parties being also a minor. The suit was dismissed by the Judge, and the parties were separated. The Countess then appealed to the House of Lords, who by a majority of five to four confirmed the judgment of the Court of Appeal who dismissed her petition and also the counter claim of Earl Russell praying for a judicial separation.

On the 16th April, the Countess Russell petitioned for a judicial separation from her husband on the grounds of adultery, one of the parties being also a minor. The suit was dismissed by the Judge, and the parties were separated. The Countess then appealed to the House of Lords, who by a majority of five to four confirmed the judgment of the Court of Appeal who dismissed her petition and also the counter claim of Earl Russell praying for a judicial separation.

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR AMoy, SINGAPORE, SAMARANG AND SOERABAJA.

THE Steamship.

MARIE JEBSEN,

will be despatched as above on TUESDAY,

the 22nd instant, at noon.

For

Intimations.

Mails.

WANTED.
A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c.
Hongkong, 14th May, 1900. [630b]

WANTED.
A COPY of the Local "HANSARD," 1891-2.

Address: J. J. F.,
Office of This Paper,
Hongkong, 10th March, 1900.

NOTICE OF REMOVAL.

I HAVE this Day REMOVED my Residence from No. 63, Praya East, to No. 7, LIGHTON HILL ROAD. L. MALLORY,
Hongkong, 16th May, 1900. [630b]

NOTICE OF REMOVAL.

THE MUTUAL STORES have this Day REMOVED to Nos. 8 & 10, D'AGUILAR STREET, near POST OFFICE.

NEW GOODS, EXTENSIVE REPRO-

TIONS IN PRICES.

Hongkong, 15th May, 1900. [630b]

NOTICE OF REMOVAL.

THE HONGKONG TIMBER WARD, ESTABLISHED 1852, has this Day been REMOVED from No. 63, Praya East, Marine Lot 109, to Island Lot 1368, BOW, RINGTON CANAL, near LIGHTON HILL ROAD BRIDGE and opposite THE VENUS SUGAR REFINERY.

L. MALLORY,

Hongkong, 1st May, 1900. [560b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTNEREE,

5, D'Agulier Street,
Hongkong, 27th April, 1900. [514]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at THE CHINESE CITY on TUESDAY, the 2nd instant, at 8 P.M.

Members intending to be present are requested to send in their Names to the HONORARY SECRETARY on or before FRIDAY, the 18th instant.

The Secretary will be glad to receive the Names of Devotees wishing to join the Society.

MOWBRAY S. NORTHCOTE,

Hon. Secretary, Hongkong Club,
Hongkong, 10th May, 1900. [607b]

THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.

EDWARD OSBORNE,

Secretary, Hongkong, 5th May, 1900. [537b]

THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE IS hereby given that an EXTRA-

ORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED RESOLUTIONS will be proposed.

1.—That the Capital of the Company be increased from \$100,000 to \$200,000 by the creation of 10,000 New Shares of \$20 each.

2.—That the New Shares be issued at such time or times and at such premium as the Directors may determine.

3.—That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order,

EDWARD OSBORNE,

Secretary, Hongkong, 5th May, 1900. [537b]

THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE IS hereby given that an EXTRA-

ORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:

That the following clause be substituted for Clause 32^d of Table A: "The quorum for all the purposes of a General Meeting shall not be less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order,

EDWARD OSBORNE,

Secretary, Hongkong, 5th May, 1900. [537b]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrents will be issued on the 1st May.

By Order of the Board,

W. J. SAUNDERS,

Secretary, Hongkong, 20th April, 1900. [513b]

SANITARY BOARD.

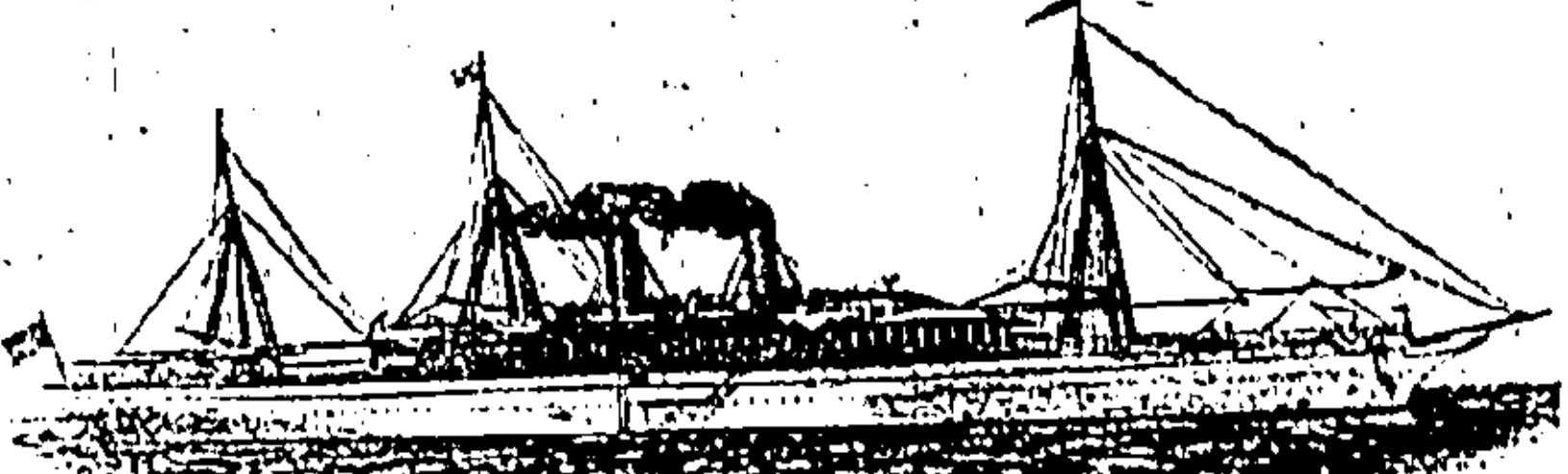
THE Attention of Owners of House Property in the Colony is directed to the Requirements of Section 7 of Ordinance No. 34 of 1899 with regard to the Provision of a Backyard for every existing domestic building, and to the fact that these Backyards must be provided before the 1st day of June, 1900.

By Order,

G. A. WOODCOCK,

Acting Secretary, Sanitary Board, Sanitary Board Office, Hongkong, 10th April, 1900. [559b]

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1000

1000

SAFETY SPEED PUNCTUALITY
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 16 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPERESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 6th June.
EMPERESS OF INDIA ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 27th June.
EMPERESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (C.G.C.) in 12 DAYS, saving THREE DAYS to 5 WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROW, General Agent, *Prader's Street*.

Hongkong, 19th May, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Strathyley ... 5/23 Tuesday, 5th May 22
Strathayre ... 5/23 Tuesday, 12th May 20
Strathaird ... 5/23 Tuesday, 26th May 20

THE Steamship

"STRATHGEY"

will be despatched for KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on TUESDAY, the 22nd instant, 4 P.M.

Through Bills of Lading issued to any point in the United States.

The cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Diego, should be sent to the Collector of Customs, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 18th May, 1900. [528]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

FOR SHANGHAI—INLAND SEA, KOBE AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Gondwan ... 4/21 J. A. Jackson ... 1st June 2
Colony ... 4/25 J. W. Frakes ... 7th July 3
Queen Adelaide ... 4/23 J. F. McNaull ... 17th July 23
Duke of York ... 4/21 J. S. Cox ... 1st August 28

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Hongkong, 1st May, 1900. [528]

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Gondwan ... 4/21 J. A. Jackson ... 1st June 2
Colony ... 4/25 J. W. Frakes ... 7th July 3
Queen Adelaide ... 4/23 J. F. McNaull ... 17th July 23
Duke of York ... 4/21 J. S. Cox ... 1st August 28

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Hongkong, 1st May, 1900. [528]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this port to BOMBAY, on SATURDAY, the 26th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to DODWELL & CO., LIMITED.

General Agents, Acting Superintendent, Hongkong, 19th May, 1900. [559b]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"C. L. GORHAM"

C. L. GORHAM, Acting Agent, Hongkong, 1st May, 1900. [528]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"A. M. MARSHALL"

A. M. MARSHALL, Acting Superintendent, Hongkong, 12th May, 1900. [528]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRAL

THE SPECTRE OF THREE CHIMNEY BLUFF.

A TALE OF THE CHINESE CUSTOMS SERVICE

BY JULIAN DALZIEL.

(Specially Written for the "Hongkong Telegraph.")

"You are faithfully and diligently to conduct yourself, and you shall not do or suffer to be done, Abel, or conceal any thing or act pre-judicial to the Revenue, or contrary to the Regulations of The Service." Provisional Instructions, Imperial Maritime Customs.

The Chinese Const. to the passenger who patronises the P. & O. or German mail-boats appears but as a distant smudge of buff-coloured rocks, a mere dividing line between neutral-tinted sea and sky. The ten-thousand horse-power of the liner enables her to laugh at the strength of the monsoon, and lay her track up the centre of the China Sea, "ten miles outside of everything". But He who tempts the wind to the shore lamb has not overlooked the formation of this ungodly coast-line; but by throwing a chain of islands off the mainland, has formed thereby an "inner passage," so that the little coasters and the nine-knot "tramps" can find their way—gaily it may be—and with much "cock-dodging," and perhaps even a night or two at anchor waiting for a slant—to the "Treaty Ports," heedless of the angry trade-wind that piles in foam-flecked rollers the open sea. And that man who, leaving the beaten track, takes passage on one of these same coasters, will find in the fantastic gorges of the Haifai Strait, and the sombre precipices that fence the Blackwall Channel, scenery that will be to him a vivid memory, when the vaunted beauties of Japan have faded to a misty picture of one painfully obtrusive volcano set over a rafle of tea-house roofs.

Immediately North of Swatow lies the Island of Namo and on its Peak the rain-cloud rests perpetually. Its gloomy and forbidding front is in good accord with its unavoidable reputation, that of being the haunt of the most desperate smugglers and pirates on all that ungodly coast. Rising to a height of two thousand feet in the centre it falls off gradually towards its Eastern end, which juts out into the China Sea. On the extremity of this barren headland, about two hundred feet above high-water mark, stand three columns of carefully finished stonework, about twelve feet high, three feet in diameter, and twenty feet apart. These columns were raised, some three hundred years ago, to the memory of the pirate Chen a-Pou and his two sons. They had been captured by the Chinese authorities, and that they might the more appreciate the honour which was being done them, the magistrate had them walled up, each in his own monument, alive. Such was—and is Chinese humour.

The simple fisherman shuns the waters by that lonely grave-crowned cape; the junk-becalmed in the shadow indolently in such beatification of gongs and burning of "joss-sticks." If the calm is prolonged; a member of the crew will be sent ashore to burn a stick before each monument, and so propitiate the spirit of the mighty pirate, lest he drag them down to the "Yellow Springs." Often at night, so say the fishermen, lights are seen dancing about the summit of the cape, and more especially is this the case during the time of the Dragon Fest, the Grave Worshipping, and the Feast of Lanterns. Then they hold that the spirit of Chen a-Pou is freed for a time to visit the scene of his earthly exploits; and great would be the inducement required to make the boldest of the boat-people visit then the neighbour-hood of these haunted cairns. Even the partly Europeanised crews of the coasting steamers, avert their fears to their officers when passing, solemnly saying, "Have got debtos that side!" And indeed it is an eerie place enough. But the Admiralty charts, taking no note of Chinese legend, call the promontory Three Chimney Bluff.

* * * * *

On the morning of the last day of the year 1880, the Imperial Maritime Customs' Cruiser *Hai-Kwan* lay at anchor in Junk Bay, at the convenient distance of half-a-mile's run in her steam-launch from the British Colony of Hongkong. The report that smuggling in the neighbourhood of Kowloon was on the increase had induced the energetic commander to call in there on his way to Swatow. Hongkong is more or less *à la* at the Christmas and New Year season. Far be it from me to insinuate that this had anything to do with the presence of the smart little vessel in these waters; but anyway, there she was and her officers were having their share of the festivities, incidental to that time of year; and all went well on the Imperial Maritime Customs' Cruiser *Hai-Kwan*.

The winter sunlight, clear as that of Italy, shone through the square stern windows into the Commander's cabin, deluging the bright apartment with golden light. It was reflected from the polished mahogany and teak of the handsome fittings, it made the burnished brass mountings glitter anew, but chiefly it glorified the lanky well-trimmed beard and pleasant face of the Commander. The Commander smiled. His mind was made up. At the dance to be given in the City Hall by the Scotch community that evening, a certain young lady would answer a certain momentous question and make him either the happiest or most miserable of beings. I do not think the Commander was ever really in doubt as to what the answer would be, or he would scarcely have smiled so pleasantly. And surely he was to be envied. At an age when in any other service he would have been a junior lieutenant, he was in command of a smart and comfortable little vessel, with the salary of a rear-admiral.

The cabin door opened softly, and his "boy" entered and laid a bundle of letters on the desk before him. Exclaiming, "Hullo! What's this?" he pounced on an envelope in the official yellow of the service, and tore it open. "A look of consternation spread over his face. He sat undecided for a moment; and then, as if having made up his mind to face an unpleasant situation, he rang for his boy and said:

"Tell the Chief Officer to come here!"

"Have go Hong Kong," was the reply.

"Tell the Second, then," said the Commander.

"Have go Hong Kong," was again the answer.

"Well, the Third, you fat-head!" cried the irritated skipper.

"Have go too," replied the boy, utterly unmoved by his master's show of temper.

"Great scissors! have they all gone? Is there nobody on board at all?" the Commander asked, in amazement.

"All go ashore... Have got European sing-song-to-night, sir," said the boy. "Chief Engineer no go," he added, as an afterthought.

"Ah, I might have known old Mac would be on board. Dancing isn't much in his line," said the Commander. "Toll the Chief I want him!" he added, to the boy.

A minute after the "Chief" knocked at his door.

"Come in, Mr. MacAllister. Sit down!" said the Commander. "Here's a treat for us. We're ordered to Swatow at once. Some mare's nest of the Commissioner wants looking up again, I suppose. So we'll require steam as soon as possible. When can you let us have it?"

"I can shake the steam up soon enough; but ma ladies are all ashore. There's a ball the night, ye ken. I'm thinkin' some of the officers 'll be on to it; try likely," was the old highlander's reply.

"Doubtless, but we'll soon have them on board," said the Commander, making nothing of the old scot's last remark; the rules that hedge the discipline of the Service being modelled strictly on navy lines, and of course precluding the idea of all the officers being on shore leave at once.

"I'll send the gunner to the launch to hunt them up, and we'll soon go this evening if possible. I'm beastly sorry to go," he concluded, unbending from his official manner, "but I get no option. The orders are imperative."

So it came about, that while the sun, setting in crimson glory behind Lantao, bathed the "waters" of the Ly-ee-moon Pass in ruddy gold, a dainty white cruiser, something between a yacht and a man-of-war, left the purple shadow of her anchorage and steamed swiftly away to the East. And the Commander, having seen her wear of the land and the course set, sent for the First Officer and rated him for allowing all the officers to leave the ship at once; wherein the First made undinkable remark to the Second about the way the "chums" were "to do"; and the Second and Third shortly after had an unpleasantness about the winding of the chronometers. The Third, not to be outdone, "went for" the Gunner, and the Gunner visited his wrath on the Chinese crew of the forward six-pounder, giving them polishing drill to an accompaniment of fluent curses, till the spray coming over the bow as the little vessel met the monsoon made it advisable to ship the tarpaulin cover. The gun's crew, released from their "workup" drudgery, turned on the sailor's cook, and he having no "ne" to take it out, wept bitterly into the rice-boiler. The sound of a long continued alteration rising through the engine-room sky-light, denoted that as on deck, so down below things were not running with their wonted smoothness; in fact there was trouble on board the Imperial Maritime Customs' Cruiser *Hai-Kwan*.

The forenoon of the next day saw them at anchor outside Swatow. The Commander had the launch lowered and steamed in to interview the Commissioner.

"Glad to see you, Captain," said that worthy gentleman. "I thought they'd send either you or the *Lao-Chao*; and I was in hopes it would be you, so that we could settle that little argument of ours, don't you know? Here's your chance then. The smugglers of North Kwangtung are at it again, winning both arms and opium, and in no small quantities either. Now, from information received I still hold to it that their headquarters is on the mainland somewhere near Chullum Bay."

"And I'd stake my mouthful pay on Namo Island, and that for your information received," broke in the Commander.

"Exactly so! I know you have the courage of your opinions," said the Commissioner, "but in this case you see I have particular reasons for believing that my information is correct, and that their 'hide' is in the hills to the North of Chullum Bay. Of course, I know you lay three weeks off there last spring, and beat up the neighbourhood thoroughly!"

"Thoroughly!" exclaimed the Commander.

"That is not the name for it. Why, my dear sir, there was not a house or a cave we did not sleep in, or a rock we did not for thirty miles round. And all the time we were there the contraband was run as regularly as ever. No, I pin my faith to Namo Island. I've an old big-man whose opinion is worth all your information received; and he is dead puts on Namo. I tell you, when I get permission to beat up that island, there's going to be times for the crew of the *Hai-Kwan*. I would not take five thousand taels for my share of the seizure."

The old official smiled indulgently at the Commander's assurance, and said:

"I am glad to find you so enthusiastic, Captain; and happy to wish you every success, for here's your permission."

"Not for Namo, surely!" cried the Captain.

"Why that's great news for the boys on the *Hai-Kwan*! It is almost good enough to compensate for the loss of our New Year in Hong-kong."

"Yes, I thought it would suit you. Not that I've altered my opinion, or think that you have any chance of a haul. Only I like to humour you youngsters a bit when I get a chance. Bye-bye," he went on slyly, "how is that little affair of yours in Hongkong progressing? Oh, you need not look conscious, my boy. You know what a coast this is for 'gups.' Well, allow me to wish you success, there also. I knew her father in the 'sixties—as big-heeled a fellow as ever held the Queen's commission, and from what I hear his daughter is a credit to him. Off you go now! Good day!" and the old man waved him out of the office.

Deep in his plans for outwitting the most famous community of smugglers on the coast, the Commander entered the launch and was quickly on board his vessel. Shout as the run had been, the time had sufficed for him to think out the outline of a scheme that seemed to have a fair chance of success. To arrange the details he called a meeting of his officers, and great was their jubilation when they found that at last they were to measure their running against that of the Namo band gang.

"Easy, gentlemen, easy!" exclaimed the Commander. "Don't mention that name more than you can help. It doesn't do to trust even our own people too soon, and I saw a fishing-boat alongside when I came on board. You know how miraculously news travels in China, and there's no need to let these gentry know we are going to look them up before it is absolutely necessary. Now my plan is this. That we get under weigh at once, and steam ostentatiously through Clipper Roads, past Namo, to our old anchorage in Chullum Bay, giving out that we have come to interview our friends of last year. Every evening, as soon as darkness has properly set in, the launch will tow boats over to the island, and the three will patrol round it and return to the ship before daylight. I wish I could have induced the Commissioner to have sent one of the Customs Junks with us; they are invaluable for this kind of work. As a last resource we can of course land openly, and, claiming the 'help' of the local *tao-tai* (magistrate) search the island; but you know from experience how much we are likely to find by that method."

"The *tao-tai* of a smuggling community is generally the biggest 'rogue' of the lot; if he doesn't smuggle, he squeezes the others so heavily that they are forced to smuggle to make a bare existence." No, the quiet way is the best! Just keep your eyes well peeled and I've no fear but we'll drop on them all right."

"This is growing serious," murmured the Commander, on reading the above for the twentieth time to see if it left any loophole by which he could escape giving orders for a search.

"Let me see... what were the dates again? The seventeenth and the twenty-second, both in the early morning, eh? Now I wonder, sending the log, Mr. Sims," he called out with a sudden access of energy, as the Gunner's shadow fell across the doorway. "Ah, I thought so. What a fool I've been not to see it before. That night Three Chimney Bluff was a smuggler's signal, or I'm a Dutchman," he cried joyously. "Don't you observe from the dates that each time it has been reported, contraband has been run. Of course our dates are a day ahead of the Commissioner's; naturally enough, as we took the beginning and he the end of the same night. Now at last we've got hold of the mystery of that light. There was an interval of five days between the appearances of the light, and this is the fifth night since it last appeared, so we run a chance of seeing it tonight. Do you think the light would be visible from the beach? Ah, you think it would be too far over the crown of the hill to be visible, eh? Just so; kindly tell the Second and Third Officers I want to see them!" he concluded.

Before sundown the *Hai-Kwan* was at anchor in Chullum Bay, sheltered on every side by round-backed barren treeless hills, dry watercourses scarring their sides, and round their base a fringe of gloomy boulders and rugged sea-carved steeps, against which the almost invisible swell that crept in through the narrow entrance from the sea surged and broke into silver foam, filling the air with a ceaseless muttering and sulky roar.

That night, beyond keeping the usual patrol round the ship, nothing was attempted. The next day was spent in what the irreverent Third officer termed the "noble game of bluff;" watching up the known shady characters in the vicinity. The First Officer, however, was not to be outdone, and, after a careful examination of the old scot's last remark, the rules that hedge the discipline of the Service being modelled strictly on navy lines, and of course precluding the idea of all the officers being on shore leave at once.

"I'll send the gunner to the launch to hunt them up, and we'll soon go this evening if possible. I'm beastly sorry to go," he concluded, unbending from his official manner, "but I get no option. The orders are imperative."

So it came about, that while the sun, setting in crimson glory behind Lantao, bathed the "waters" of the Ly-ee-moon Pass in ruddy gold, a dainty white cruiser, something between a yacht and a man-of-war, left the purple shadow of her anchorage and steamed swiftly away to the East. And the Commander, having seen her wear of the land and the course set, sent for the First Officer and rated him for allowing all the officers to leave the ship at once; wherein the First made undinkable remark to the Second about the way the "chums" were "to do"; and the Second and Third shortly after had an unpleasantness about the winding of the chronometers.

The annals of insurance contain many astounding cases of fraud. The investigations made by the different companies are, as a rule, of such close character that he is an unusually clever scoundrel who succeeds in his little game of deception with a view to pecuniary benefit.

Some of the most painful cases have been those in which the directors of the concerns have themselves been the guilty parties. The famous Liberator case is still fresh in the minds of everybody. A few years ago, there was another one which created a great sensation in the North of England, and which resulted in the imprisonment of the chief犯人.

The junior, under the observant eye of Mr. MacAllister, took the launch engines to pieces; and, after taking a little off this forward bearing, and "taking a little off that crank-pin brass," and generally touching up the delicate works all round, turned out a machine that to the untrained sense worked with absolute miraculous smoothness. Then, not content to leave anything to chance, the old Chief took the launch for a spin himself, remarking to the Second on return to the ship, "Aye, she's no' sae bad. That valve gear might be improved on. Tell the gommer that she gives the valves plenty of oil the night. Wait a minute! That's the ferry-thing I never thought of it before. Get me a ten-gallon oil-drum. Aye, that's the thing, laddie. Now, the funnel's six inches in diameter, so cut a six inch hole in the end of the drum—"

Shortly after sundown all was bustle on board the little cruiser. The launch and two boats were fitted out and manned, the Chinese crew working with a smartness, and showing a knowledge of their business that would have been a credit to the discipline of any navy. The men were armed with Martini carbines and cutlasses, and the officers took their revolvers; for although the Rules of the Service strictly forbid bloodshed, the reputation of the Namoo islanders made it advisable to be prepared for any emergency. The Second and Third Officers each took charge of a boat; the steam launch, having merely the sea-boats to watch, was a post of smaller importance, and the gunner was in command of the six-inch gun.

A clerk employed by one of the parties discovered what was going on, and exposed the whole swindle.

A most extraordinary case was heard at Bristol, some time ago, which ended in long imprisonment for two guilty parties. One of these was agent for a well-known insurance society, and the other, through the medium of a woman, who was afterwards severely reprimanded, submitted to him proposals of insurance in respect to persons who had no existence.

According to the society's rules, the agent himself received and kept all the premiums, which were paid during the first six months, and not until six months had passed was the society liable to pay out any insurance if the party died.

The proposals were duly passed and the agent received the premiums, and no sooner was it possible to draw any insurance money than the man who had brought the imaginary cases forward, declared the parties to have just died and produced

FOREIGN DEATH CERTIFICATES.

to prove it. The insurance money was handed over to him, and he pretended to pass it on to the imaginary next-of-kin to the imaginary deceased, subsequently sending to the insurance company the sonnet's receipt for it. It was an astonishing forgery from beginning to end, and the whole affair was one of the most elaborate insurance swindles on record.

The impersonation of a person of weak health by a perfectly sound one, à la Nonson, for the purpose of passing an insurance company's medical test, is no new idea, though one of the most daring to be conceived. At Liverpool a while back, an insurance agent was sent to penal servitude, and a medical assistant to imprisonment for working a little matter of this kind. A woman who was suffering from cancer was insured in two offices, and when the medical examination

became necessary, another and perfectly healthy woman was secured for the purpose.

The favourite method of swindling the insurance companies, however, is by wilfully setting fire to buildings and goods well covered in a good office, and great is the ingenuity displayed. In one case, all the plaster was carefully picked from the walls beforehand and loose inflammable material laid next to the bare walls, whilst in another it was proved that the incendiary had spent the whole of the two previous days in chopping up wood for the purpose and getting in paraffin oil. This industrious swindler had insured all the furniture of his home in a big figure; but with a view of making the utmost possible out of his enterprise he carefully and secretly removed it to a place of safety before he applied the light to the sticks and paraffin. He afterwards spent five years at a convict settlement.

GAMBLING AT MONTE CARLO.

THE SUPERSTITIOUS PLAYERS.

A correspondent at Mentone, writing to one of the London papers on March 15th, reports that "the season is now at its best, Monte Carlo, Nice, and Mentone being particularly full. Indeed, the manager of the largest and best-known hotel in Monte Carlo has said that the bookings for rooms for April will create a record in the history of the hotel for that month. The gardens of the Casino are in a magnificent condition. In the daytime we have a beautiful hot sunshine, and at evening there are always the tables and the opera or classical concert for choice within the Casino."

"And what a sight these gaming-rooms present! You get your ticket of admission, and, after a careful survey of your dress, the doorkeeper allows you to enter. This year the authorities are more than particular, and impose the most ridiculous restrictions. You may not enter with your trousers turned up, and if your boots are dusty from the walk up the hill from Monaco or elsewhere, you must have them cleaned. A friend of mine, who is suffering from rheumatism in the shoulders, has been in the habit of donning a soft fringed shirt and scarf, as it pained him somewhat to wear the ordinary collar. He was refused admittance, and not all the arguing in the world would alter the decision of the Casino authorities."

"Thus with boots polished and garments arranged exactly to the satisfaction of their majesties, you enter the *salle de jeu*. Here is a crowd gathered from all parts of the world, English, Americans, Russians, Germans, Japanese press eagerly round tables. Some stake for the mere fun of the thing, and go away contented whether Fortune smile or frown. The confirmed gambler plays with a steady head and upon a system which he knows must succeed in the end, but never does. Even when his all is gone he is still faithful to his calculations; could he have gone on a little longer it would all have come as he wished.

Watch again that young couple honeymooning, their faces alight with the glamour of the thing, the piles of five-louis pieces and notes before their eyes, and staking what he tells her, both happy and heedless of the feverish bustle round them.

"Don't you think it would be better to do without the launch, sir? The flame from her funnel will be apt to give us away," said the First.

"I can't see how to do without her. It's too far for the men to pull and arrive there in time to be of any use. Let her sail the sea-ward side of the island; there's always a fishing craft about, and she will hardly be distinguishable amongst their lights. Now then, if you've no other objections, I think we may say that's settled. Get the anchor up, Mr. Jones, and ring the 'Stand-by' Mr. Ross!" the Commander concluded, reaching for his

Shipping.**STEAMERS.**

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAICHING."
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 20th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAPRAK & CO., General Managers, Hongkong, 19th May, 1900. [650b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI.
THE Company's Steamship

"INDIA."
Captain A. Martinich, will leave for the above place, TO-MORROW, the 20th instant, at Daylight.
For Freight, apply to SANDER, WIELER & CO., Agents, Hongkong, 19th May, 1900. [623b]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU."
Captain H. Nagata, will be despatched for the above ports, TO-MORROW, the 20th instant, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 19th May, 1900. [45]

TRIP THROUGH THE FAMOUS YANGTSE GEORGES.
FOR ICHANG AND CHUNGKING.
THE New Fast Paddle Steamship

"PIONEER."
will leave Shanghai on her First Trip for the above Places, via HANKOW, on or about WEDNESDAY, the 23rd instant.
The Steamer has Superior Accommodation for First Class Passengers.
For Passage, apply to ARNOLD, KARBERG & CO., Agents, Yangtse Landing Co., Hongkong, 15th May, 1900. [631b]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT),
via SUEZ CANAL.
Taking Cargo at London Rates.
THE Company's Steamship

"IDOMENEUS."
Captain Riley, will be despatched as above on THURSDAY, the 24th May.
For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 25th April, 1900. [538b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS."
Captain Dickens will be despatched as above on TUESDAY, the 29th May.
For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th April, 1900. [511b]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 16th May, 1900. [637b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"ARLIE."
Captain St. John George, will be despatched as above, on THURSDAY, the 31st instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly-qualified Surgeon are carried.
M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 15th May, 1900. [598b]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"DRUMMOND,"
will be despatched for the above Port on or about SUNDAY, the 10th June.
For Freight, apply to DODWELL & CO., LIMITED, Agents, Hongkong, 8th May, 1900. [4]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ROYALIST."
Captain Nish, will be despatched on TUESDAY, the 12th June.
For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 3rd May, 1900. [570b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"AGAMEMNON."
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th May, 1900. [643b]

Shipping.**STEAMERS.**

CHINA NAVIGATION COMPANY, LIMITED.
FOR SWATOW, CHEFOO AND TIENSIN.
THE Company's Steamship

"KWEIYANG."
Captain Outerbridge, will be despatched as above on TUESDAY, the 22nd instant, at Noon.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 17th May, 1900. [622b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA AND ILOILO.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 17th May, 1900. [647b]

NIPPON YUSEN KAISHA.
FOR MANILA.
THE Company's Steamship

"KASUGA MARU,"
3,800 Tons Gross, Captain E. W. Haswell, will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.
This new Mail Steamer is specially constructed for service in the Tropics and is provided with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.
Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to A. S. MIHARA, Manager, Hongkong, 17th May, 1900. [648b]

"BEN" LINE OF STEAMERS.
FOR LONDON.
THE Steamship

"HEXLARIG."
Captain Krobie, will be despatched as above on or about SATURDAY, the 9th June.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 18th May, 1900. [652b]

CONSIGNEES.

PRICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"EMPERESS OF JAPAN."
Having arrived from VANCOUVER, &c., Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

D. W. CRADDOCK,
Acting General Agent, Hongkong, 14th May, 1900. [625b]

CONSIGNEES.

PRICE TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

S.S. "SACHSEN,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, 15th May, 1900. [635b]

CONSIGNEES.

PRICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"MONMOUTHSHIRE,"
FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents, Hongkong, 14th May, 1900. [4]

CONSIGNEES.

PRICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"CRAIGIEBURN."

Consignees of CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent, Hongkong, 16th May, 1900. [22]

CONSIDERATE AND ORIENTAL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent, Hongkong, 16th May, 1900. [22]

CONSIDERATE AND ORIENTAL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.
THE Steamship

"ROYALIST."

Captain Tierney, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents, Hongkong, 18th March, 1897. [37]

CONSIDERATE AND ORIENTAL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.
THE Steamship

"ANTENOR."

Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents, Hongkong, 18th May, 1900. [643b]

Shipping.**STEAMERS.**

NORTHERN PACIFIC STEAMSHIP COMPANY.

S.S. "VICTORIA."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

Cargo shipped by s.s. Victoria, in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by s.s. Monmouthshire, which steamer arrived here at 2 P.M., TO-DAY.

Bills of Lading will be countersigned by the undersigned.

DODWELL & CO., LIMITED,

General Agents, Hongkong, 14th May, 1900. [620b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers, Hongkong, 17th May, 1900. [647b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"KASUGA MARU,"

Captain Weigall, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager, Hongkong, 17th May, 1900. [648b]

CONSIGNEES.

PRICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"KASUGA MARU,"

Captain Weigall, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with all modern fittings and improvements for the safety and comfort of Passengers, Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager, Hongkong, 17th May, 1900. [648b]

CONSIGNEES.

PRICE TO CONSIGNEES.